

WE HAVE BEEN APPOINTED
SOLE AGENTS
FOR
MARTELL'S
BRANDIES.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,593 號卷十次百伍千三月十一日 1901 MONDAY, OCTOBER 7TH, 1901 壹拜禮 號柒月十年壹零百九千壹英港香 PRICE, \$2 PER MONTH

MARTELL'S BRANDIES.

	Per Case
ONE STAR	\$22.00
TWO STAR	28.00
V.S.O.P.	44.00
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JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$45.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY.
Sole Shippers—CUTLER PALMER & CO.
is obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901. [48]

CUTLER, PALMER
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PRICE \$10.75 PER DOZEN.

NET

SPECIAL BLEND WHISKY
Bleed
of Selected
Distillations of the
Finest Scotch Whiskies

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SIEMSSSEN & CO. Hongkong. [48]

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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 8.00 p.m. Every 10 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 0.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 20 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS on Week Days.

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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [48]

VICTORIA CYCLE
EMPORIUM.

THE pleasure of cycling consists—in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIBBY & CO.,
43 & 44, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [4246]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 275 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TÖVES & CO.,
General Managers.
Hongkong, 1st June, 1901. [4144]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTER, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1899. [127]

CHAMPAGNES.



PAUL DOMMIER GOLD MARQUE.
C. H. DARGONNE & CO.
ARROY & CO. CARTE D'OR EX SEC.
LANSON PERE ET FILS.
GIESLER & CO.
KRUG & CO. PRIVATE CUVEE.
BOULANGER CO. VERY DRY.
LOUIS ROEDERER GRAND VIN SEC.
POMMERY & GRENO.
Telephone 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 2nd October, 1901.

WINE AND SPIRIT MERCHANTS. [40]

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY. [43]

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17, QUEEN'S ROAD, HONGKONG. [44]

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FOR SIX WEEKS ONLY!

SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES.—
FLANNEL LOUNGE SUITS \$20.00
TWEED AND CASHMERE SUITS \$29.00
BLUE SERGE SAC SUITS \$30.00
WORSTED AND ANGOLA SUITS \$33.00
BLACK TWILL DRESS SUITS \$45.00

LANE, CRAWFORD & CO. [43]

BRANDY
FINE, PALE, MEDICINAL BRANDY.

MARIE BRIZARD & ROGER
COGNAC

SPECIALLY IMPORTED BY

WATKINS, LIMITED,
66, QUEEN'S ROAD.
CHEMISTS AND AERATED WATER MANUFACTURERS. [43]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undermentioned.—

SUPERB OLD COGNAC, C.P. & CO.'S INVALID'S PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

G. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUELLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [47]

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST SERVICE LAUNCHES.

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EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, KOWLOON BAY.

ENGINE & SHIPBUILDING WORKS,
KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, W.H. SC. A.I.M.E.

CONTRACTOR FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

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[2398]

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THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825).

THE Standard is the only British Life Office in the Far East with full powers to accept proposals, issue Policies, pay Surrenders, and advance loans ON THE SPOT WITHOUT REFERENCE HOME. All kinds of Life Assurance and Annuity Business transacted. For Rates and all Particulars, apply to

BODWELL & CO., LTD., Agents,
Hongkong, 12th February, 1901. [1642]

HOTELS

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Room.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

[50]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1905]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Train Terminus.

Tel. 53.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

[51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. [52]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1682]

[52]

B. J. BARLOW.

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any Class of Engineering Work. Marine Work a Specialty. Designs prepared for Small Coast Steamers, Light Draught Vessels, Drifters, Tug-boats, etc., of any Class or for any New and Repair Work, for the Supply of machinery.

Telegrams: P. O. B. 12, QUEEN'S ROAD, HONGKONG.</

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

	Per Case of 1 doz.
A. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$10.88
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC. SUPERIOR OLD DRY, PALE NATURAL SHEERY, Red Seal Capsule	12.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	14.40
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled)	20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:

	Per Case of 1 doz.
LIGHT DRY	\$17.00
SOLEIRA	25.00
VERY PALE DRY	25.00
FULL GOLDEN	30.00
PALE DRY NUTTY	32.00
FINE OLD BROWN	42.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

(35)

DEATH.
On the 1st October, at 10 o'clock, Quinsay Road, Shanghai, MARIA FRANCINA GUTTERIDGE, aged 59 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 7th October, 1901.

SINCE the Petition relative to the sanitary condition of this Colony was forwarded to the Colonial Office, the local Government has wisely displayed commendable activity in the matter of public works and sanitary measures necessary to bring the Colony up to the standard of excellence it was officially reported to possess. It is unnecessary now to compare the abject apathy of the Government which existed previous to the memorable agitation in matters sanitary with its present feverish desire to fulfil the duties required of it. That may be left to another time, and from the experience of the past in Hongkong the community after all may be devoutly thankful that even so august an institution as a Colonial Government may have its periods of feverish moods. Not that most people will endorse actions undertaken under such conditions because they are not healthy, and are generally inadequate. A recent action of the Government is a case in point. Whilst commanding the present activity of the Government and appreciating the effect, there is much speculation as to the actual cause: is the Government in real earnest in its campaign of reform, is it actually striving honestly to accomplish its duty, or is it merely a passing performance produced by fear of pending investigation and spasmodic remorse for past indifference? We regret that we are inclined to the latter opinion, for the reason that, notwithstanding the present promises of the Government and its actions of repentence, occasional outbreaks of disease still testify to an absence of "sanitary" in deeds, not words,"

"...and the Governor and the Secretary may not have been necessary for the public welfare, and of what the Governor in his capacity can do, consider the much stress of the enormous responsibilities of the Colony, and refers to the gratifying possibilities of taxation presents, forgotten in a Colony that is so impoverished in public works and so absolutely backward in means for the protection of public health."

H.E. the Governor in paragraph 9 of his report to the Colonial Office says:

"One of the most important questions of the immediate future is the problem of reducing the surface population, the density of which in one health district of Victoria is, in round numbers, six hundred and forty thousand to the square mile, and this in a city crowded under the precipitous northern slope of the Peak range of hills that effectively shut off the south-easterly breezes of the summer months. The abatement of surface crowding by the resumption of houses and opening of streets and lanes will probably cost some millions of dollars, as the value of house property in Victoria is very great, houses being sold at from six dollars to thirty-five dollars a square foot; but the taxation of Hongkong is light compared with that of other colonies, and sooner or later the question of the abatement of surface overcrowding must be vigorously dealt with."

This Report was laid on the table of the Sanitary Board at its meeting last Thursday, at which the most important subject for consideration was the draft of a Bill to restrict the height of buildings. The passage of this Bill which required consideration was the following:

"Provided that the provisions of this Section shall not apply to any building the height of which, at the date of the passing of this Ordinance, exceeds one-and-a-half times the width of the street upon which it fronts, nor to any building erected in substitution for any such building."

It appears that the Acting Attorney-General in presenting the draft Bill to His Excellency felt it necessary to point out that the passage in question must have been based on some misconception, and he intimated that if the provision as to one-and-a-half times the width of the street was not to apply to the re-erection of buildings, the only improvement effected by clause 2 of this Bill upon the provisions of Section 6 of Ordinance 34 of 1899 was that clause 2 of this Bill prevented the raising of existing houses to over one-and-a-half times the width of the street.

The only member of the Sanitary Board who was entitled to speak with authority on the subject was, of course, the Medical Officer of Health, who for several years past has been consistently advocating a reduction in the height of buildings used as dwelling-houses to reduce the terrible surface-crowding which prevails in this Colony. In fact, Hongkong now occupies the disastrous notoriety of being the most overcrowded city in the world! In referring to the draft Bill Dr. CLARK pointed out a by no means exhaustive list of ninety-three streets and lanes in the city of Victoria in which buildings now exceed the limit in height of one-and-a-half times the width of the street; also that the proposed legislation would barely touch the fringe of this serious question of "surface crowding." There are two districts in the Colony which now have over 800 people to the acre! To show really the effect of this curious passage in the draft Bill referred to by the Acting Attorney-General we cannot do better than quote Dr. CLARK's own words:

"It proposes to prevent any further increase in the height of existing buildings which may already exceed one-and-a-half times the width of the street on which they front, but it also contains a proviso to the effect that any house which is re-built may be re-erected to its present height. That is to say, that if we have now a four or five-storied house fronting on a narrow street (and I have shown in my minute that there are many such) that that house can again be erected to the same height, although the street still remains extremely narrow, and the dangers of overcrowding will thus be perpetuated for another 20 to 30 years (which is the ordinary life of a Chinese house in this Colony). In other words, the Bill practically proposes to continue the *status quo*. We have at the present moment an enormous amount of surface-crowding in this City of Victoria, and this Bill will do nothing whatever to mitigate it. It may possibly prevent its becoming much worse, but it will do absolutely nothing to remedy it."

Consequently Dr. CLARK opposed the adoption of this passage in the draft Bill and was supported by Dr. ATKINSON, the P.C.M.O. In disagreement with Dr. CLARK, the Acting Director of Public Works supported the passage, and his motion that the Government should pass the Bill immediately was carried by a majority of four to two. Thus we have the spectacle of three acting officials, two of whom were unable to express any real opinion on the subject, though they voted with Mr. CHATHAM because his official persistency apparently induced them to do so, stultifying the carefully-prepared statement of Sir HENRY BLAKE to Mr. CHAMBERLAIN. We can hardly imagine that the Acting Director of Public Works on his own responsibility dared to thwart—by supporting—above legislation, which even the Attorney-General had not hesitated to question—the most needed reform in this plague-stricken Colony: the prevention of the densest overcrowding in the world? Are the manifest vital needs of this Colony, and H.E. the Governor's confirmation thereto to the Home Government, to be trifled with and opposed by three officials acting in a senior capacity? It can therefore only be assumed that their action was inspired. The motion of Mr. CHATHAM was passed on a catch vote, for

there is no doubt whatever that had Mr. OSBORNE and Colonel HUGHES, and even Mr. MAX, been present, the Medical Officer of Health would have been supported. It seems scarcely credible that the Government, after eight years' experience of plague, can seriously contemplate the introduction of legislation which is directly aimed at the perpetuation of the present excessive height of buildings in narrow streets.

It was stated at the Board meeting that the object of the proposed Bill was to put a limit to the present very common plan of further increasing the surface crowding by raising additional stories on existing houses. If this is to be so it seems to us that the clause suggested by the Medical Officer of Health will amply meet the case without any necessity for enacting that lofty buildings in narrow streets may be re-erected practically to the same height as at present. It is a matter for great regret that the Government, after more than three years of persistent agitation on the part of the Sanitary Board, has not yet seen fit to limit the height of new buildings to one-and-a-half times the width of the street on which they front. That such legislation is more than justifiable is amply demonstrated by the terms of the Glasgow Buildings Regulation Act of 1900, quoted by our evening contemporary, which provides that after a lapse of two years all dwelling-houses which do not have a space in front equal to three-quarters the height of the building may be absolutely closed to human habitation. It is just such legislation as this which is required in this Colony, for many buildings have been erected to the most excess height in relation to the open space adjoining them, and the only remedy appears to be to prohibit by law such houses as dwellings until such alterations have been made as will reduce their height to within more reasonable limits. We trust that H.E. the Governor, in harmony with his Report, will promptly move the deletion of the passage which was objected to by the Medical Officer of Health and the Principal Civil Medical Officer, and that at least one of the Unofficial Members of Council will ask that any contemplated legislation dealing with the excessive height of buildings shall be modelled on the Glasgow Act already quoted.

It is notified in the *Gazette* that Mr. C. Ford resigned his duties as Superintendent of the Botanical and Afforestation Department on the 26th ult.

The drawing for the subscription griffins, which arrived by the H.A.L. steamer *Bamberg* on the 3rd inst., will take place at Kennedy's Stables, Causeway Bay, at 5 p.m. to-day.

It is reported that the steamer *Yik Sang* (Captain McClure), belonging to Messrs. Jardine, Matheson & Company, is badly shored to the south of Shanghai. We were unable yesterday to confirm the report.

A fair muster attended the march-out of the Volunteer Corps on Saturday afternoon. The men were taken to the polo-ground at Causeway Bay and drilled, afterwards marching back to Headquarters and dispersing.

In the Union Church yesterday morning the Rev. G. J. Williams referred sympathetically from the pulpit, in the course of his sermon, to the death of Mr. R. Cooke, late assistant manager of the Hongkong and Whampoa Dock Company. Mr. Cooke was a very old and much esteemed member of the Union Church.

The new "first-class" public rinkshas, of which we have heard so much and until last week seen so little, are already being used to convey coolies in. What is the point of calling the vehicles first-class utterly passes comprehension. Out of Hongkong such an absurdity could hardly be perpetrated; but this is Hongkong.

John Gardner, formerly employed in the Naval Yard Police, was found dead at the bottom of the deep nullah behind Murray Barracks on Saturday morning. The deceased had for some time been out of employment. He was last seen on Friday night at the Murray Barracks mess, and it is presumed that while walking on the road above the nullah in the dark, he either lost his footing or overbalanced himself and fell down, fracturing his skull.

Shortly after half-past seven o'clock yesterday evening fire broke out in a money-changer's shop in Queen's Road opposite the Central Market. The Fire Brigade was successful in extinguishing the flames before serious damage was done. Full particulars were not obtainable before going to press. At 7.55 p.m. a telephone message was received at the Central Police Station that a fire was in progress in Shumukwan west, and the available members of the Fire Brigade were despatched thither with all possible speed.

A notification is published in the *Gazette* that the following committee has been appointed by the Governor in Council to look after the Queen's Recreation Ground and to draw up regulations for its management—Director of Public Works (Chairman), Commander Open R.N. (Naval representative), Captain G. E. Bancroft, R.W.F. (Military), Captain W. Loring, R.A. (Polo Club), Hon. J. Thurlburn (Golf Club), Frank Browne, Esq. (Football Club), E. A. Ram, Esq. (Cricket Club), H. Pinckney, Esq. (Hockey Club), T. F. Rough, Esq. (Jockey Club), and W. Armstrong, Esq. (Victoria Recreation Club).

The name of Siu Wo Lane has been changed to Lei On Lane.

M. A. P. Marti has been recognised as Spanish Vice-Consul at Hongkong.

There are six-a-side football matches every day this week excepting Saturday.

H.R.H. Prince Abhakara has been appointed second in command of the Siamese Navy Department.

A cherished landmark in the shape of the piles near Murray Pier, will soon be lost to the Colony, as tenders are invited for their removal.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. Pitt, \$10.

H.M.S. *Albion*, Captain W. W. Howett, left for Amoy on Saturday afternoon. The ship will probably be away for several weeks.

H.M.S. *Archaea* arrived on Saturday morning from Shanghai.

Mr. H. Slade, for the past five years at the head of the Siamese Forest Service, has returned to Burma, and will be in charge of the Southern Circle, Upper Burma.

The Commodore has received from Vice-Admiral Sir Cyprian Bridge the following telegram:—"The Tsungming Crossing entrance to the Yangtze is reported to be unsafe for all vessels."

The *Kobe Chronicle* writes of the "renewed outbreak (of plague) at Hongkong." This is, to say the least, misleading. Even sporadic cases are rare; there has been but one since the 30th ult., and only five in the previous fortnight.

The body of Prince Henri d'Orleans has arrived at Marseilles. A Paris telegram of the 28th ult. reports. It was carried to the railway station in the presence of the family, a number of friends, and a large crowd. Prince Henri was buried at Drente.

A decree has been issued by M. Doumer, Governor-General of Indo-China, exempting the residents of Laos from service under the flag. The residents of the territories under Tonkin jurisdiction situated to the north-west of Cloba, and those of the posts on the Riviere Noire, are also exempted.

Messrs. Erich Georg & Co. say in their share list, dated Saturday, 5th October:—"Our market, during the week under review, has ruled strong. The September Settlements passed off well, and immediately afterwards a fair demand for several good stocks sprang up, resulting in business at gradually improving rates."

On the 23rd ult. at Shanghai a cricket match, England v. Scotland, was played, resulting in an easy victory for the former. Scotland went in first and only made 86, the bowling of Mana and G. F. Lansing proving too much for them. England, on the other hand, made 183 for 4 wickets. A. E. Lanning running up 68 not out, and F. W. Potter 60.

The Kobe Chamber of Commerce is credited with a curious proceeding. It has arranged to set up boxes at important places in the city to receive memorials from any person on commercial matters, with a view to improving business. Six boxes will be set up in all, and they are now being made. The saving in stamps will, of course, be large.

The N.C. *Daily News* bears on good authority that the sale by the Chinese to Russia of the *Haishen*, *Haishao* and *Haiyung*, the three cruisers built at the Vulcan Yard, Stettin, and two torpedo-boats has been concluded. The price paid for the five vessels is \$5,000,000, which is certainly a good bargain, as the three cruisers alone recently cost China six and a half million dollars.

As the Korean Government has adhered to the idea of getting rid of Mr. McLeavy Brown, he has not been received in audience by the Emperor for eight months. Lately, however, according to Japanese reports, the feeling of the Emperor and the Government appears to have softened towards the Commissioner of Customs, as he was received in audience by the Emperor toward the end of last month. It is hoped that hereafter the relations between England and Korea will be more friendly.

The following are the aggregate scores of competitors and the grand total in the Imperial Rifle Match on Saturday afternoon in connection with the Hongkong Rifle Association:

Mr. Marshall,	100
Wako,	100
Baldwin,	99
McLennan,	98
Pidgeon,	96
Wallace,	95
Cross,	95
McDermott,	92
Stewart,	87
McKenzie,	81
Total,	943

Much excitement is reported from Peking, says the N.C. *Daily News*, amongst the official classes in that city, who have made the capital their temporary home to await appointment from the Board of Civil Appointments whenever a vacancy occurs in the provinces, amongst what are termed "local authorities," i.e., prefects, sub-prefects, department and district magistrates. The cause of all this excitement is the report that the Board of Government Affairs (*Cheng Wu-chu*) has decided that in future all vacancies in the provinces shall be filled by the respective Viceroy or Governors, who shall select the persons best fitted for such posts from amongst their subordinates, and not at the will of the Board of Civil Appointments, whose members naturally do not know the condition of local affairs in the provinces.

On the occasion of the King of Siam's birthday, the 21st ult., the consular body at Bangkok presented His Majesty with a commemorative address and were received at dinner by H.R.H. Prince Dewawongse, Minister of Foreign Affairs.

Cases of beri-beri have been brought to the London Docks, and have received treatment at the Seamen's Hospital, next door to which the London School of Tropical Diseases has its headquarters. Dr. Louis Sambon, of the School, will proceed this winter to Christmas Island to investigate this disease, which has just broken out there.

Cases of beri-beri have been brought to the London Docks, and have received treatment at the Seamen's Hospital, next door to which the London School of Tropical Diseases has its headquarters. Dr. Louis Sambon, of the School, will proceed this winter to Christmas Island to investigate this disease, which has just broken out there.

We have received a copy of the new Pekingese journal in colloquial, the starting of which we reported recently. The enterprise is one which may ultimately have much to do with the evolution of China. The paper is entitled the *King Hu Po*, and, the managers state, is to appear every ten days. The dialect used is the plainest Peking Mandarin, as spoken in the capital and in all official departments, the object being that it may be read by all classes of Chinese, the less educated as well as the better.

Mr. H.M.S. *Albion*, Captain W. W. Howett, left for Amoy on Saturday afternoon. The ship will probably be away for several weeks. H.M.S. *Archaea* arrived on Saturday morning from Shanghai.

The Jesuit Mission in Shanghai has sustained a great loss in the death of the Rev. Father Henry Harriet, who passed away on the 29th ult. at Siaowei. Born in France on

ANNUAL GENERAL MEETING OF HONGKONG JOCKEY CLUB.

On Saturday, at noon, the annual general meeting of the Hongkong Jockey Club was held in the City Hall, when the Hon. C. P. Chater, C.M.G., presided over a gathering of over forty gentlemen. Amongst those present were Sir Thomas Jackson, Hon. J. J. Bell Irving, Mr. Max Grote, Mr. D. Gillies, Mr. E. W. Butler (Steward), Mr. T. J. Hough (Clerk of Courses), Hon. T. R. Whitehead, Hon. J. Thuburn, Colonel Collard, Major Guyne, and Messrs. A. Babington, H. P. White, H. Humphreys, G. C. C. Master, G. K. H. Bruton, R. L. Leigh, A. G. Morris, G. T. Vetch, R. Shaw, G. L. Tomlin, J. Goossens, A. Haupt, A. H. Dennis, W. A. Crucksland, C. C. Cohen, R. A. Gobey, M. Northcott, W. Farmer, A. G. Stokes, J. Orange, J. Macgregor Forbes, A. R. Erekie, D. Sasseen, I. P. Madar, Hancock, and G. P. Lamerton.

After the notice convening the meeting had been read,

The CHAIRMAN said—Gentlemen.—You have heard the report just read by the Clerk of the Course, which, together with the Honorary Treasurer's accounts, were circulated some days ago. As mentioned in the report, the Stewards have great pleasure in again recording a successful financial year, inasmuch as having started with a debit balance of \$10,850.63, they are able to present accounts showing a debit balance of only \$4,217.81, which means in brief that the Club is \$6,632.77 better off than it was last year. In this connection, I would draw your attention to the fact that the buildings in the Happy Valley underwent a thorough overhaul last winter. This work, which was done under the supervision of the Club architect, accounts in some measure for the large increase of expenditure under the heading of "Upkeep." You will see the "Expenses of the Meeting" have increased considerably. Commencing with the item of "Ticket Inspectors, Clerks &c," more of these assistants had to be engaged, and so in other items down to matchsticks, more accommodation being required. Coming to the next heading, that of "Stakes" and "Prizes," you will observe that the Club paid out \$12,052.00, half as much again as in the previous year, which was a record one; and it is a matter for congratulation that the Club's finances were able to stand such a strain. Turning to the credit side of the account, I may remark that "Entrance Fees" and "Subscriptions" as well as "Entries and Nominations" both show a slight falling off from last year, while, by the sale of tickets, etc., the Club's funds benefited to the extent of \$21,171.82. The income from rent of Stands, etc., amounts to \$1,900, a little less than that of the previous year. Referring to the sports afforded last meeting, the members and the public had the opportunity of entering animal and seeing them run in two or three different classes, which was brought about by our not being able to obtain China ponies in sufficient numbers and quality to race. We had therefore to draw up a programme admitting China ponies which had been raced or kept over, devoting the ordinary subscription Griffin race to wagers subscribed for that purpose in view, and being still short of a sufficient number of animals to ensure the ordinary number of races filling, a further lot of Australian waler griffins were imported and classified Griffin. The running of these different classes of Walers left such an impression on owners generally, that, on finding the atmosphere in the North had not cleared sufficiently to warrant them holding out for the regular chance of a supply of China pony griffins coming down, negotiations were opened with Australia and Singapore with a view to getting walers all of one class. The Singapore tendered by Mr. Abrams was accepted, and 72 gallows were subscribed for; and 71 of these animals arrived here on Thursday last, of which 62 have since been passed. When these griffins were subscribed for, the Stewards were approached on the subject of the allotment of races during the coming meeting, when they informed the subscribers that certain races would be set aside for them. In this connection you will be asked later to vote on a resolution giving the Stewards the right to lay power to formulate a programme for the following year (should it appear to be necessary) which shall be binding on the Stewards elected next year. The awkward bend in the course, which occurs at the three-quarter mile starting post has always been a source of dissatisfaction, and it has occurred to some members that an improvement could be effected by diverting the course at the five furlongs post, across what used to be a garden, in the Recreation Ground in the direction of the Lee Yuen Sugar Refinery, where a three-quarter mile starting post could be erected, having a straight lead thence to the Black Rock. The Stewards have concurred in this suggestion and the Clerk of the Course has opened correspondence with the Government on the subject. It is estimated that the cost of levelling, cutting down trees, turning track and making the additional part of the course (including rail) will come to about 2750. With these facts in your possession you will presently be asked to vote on a resolution empowering the incoming Stewards to proceed with this improvement providing always the scheme receives Government sanction. With these remarks I beg to propose that the Report and Accounts be passed. (Applause.)

There being no questions, the CHAIRMAN moved that the Report and Accounts as submitted be accepted and passed.

This was duly seconded and carried.

Mr. HOWELL, at the request of the Chairman, then read the report of the Gymkhana Committee, which was as follows:

GYMKHANA REPORT.

Three gymkhanae were held during the past season, namely, on the 29th June, the 24th August, and the 18th September. Owing to the small number of ponies available to run at the gymkhanae, it became very difficult to make up satisfactory programmes, and, although the first gymkhanae appeared to be a very dull and uninteresting affair, and the entries very sparse, the entries for the second and third were very much better, and there were very fair attendances of spectators. It should be possible next season, with more ponies in the Colony, to hold a series of successful meetings, but the first of the series should most certainly be held earlier than the month of June. It would be better if the first gymkhanae meeting was held in the month of April and successive ones during the months of May, June, July and August, postponements taking place in case of the weather being unfavourable. Owing to the falling off in the number of subscribers it is feared that the balance, after all accounts are paid, will be much smaller than it used to be some three or four years ago. If a larger number of ponies had been running, it would probably have meant increased entrance fees and in all probability larger attendance.

Mr. MASTER—I take it that there will be no objection to gymkhanae being held next year? I think the question so kindly asked at the annual general meeting:

The CHAIRMAN—A resolution is brought forward after the general business of the meeting is over, and I will be pleased if you bring it forward then. The next business is the election of Stewards.

Mr. MASTER—I have several matters to bring forward in connection with the management of the Club, and I think, if I am in order, that according to Rule 20 I may be heard before the Stewards are elected.

The CHAIRMAN—(after consulting Rules)—Yes, certainly.

Mr. MASTER—It is a matter of indifference to me whether I bring it before the meeting now or afterwards, so long as I am permitted to speak.

The CHAIRMAN—Yes, go on now.

Mr. MASTER then said that what he wanted to bring before the notice of the meeting was the fact that in his opinion the present rules of the Club wanted revising and adding to, and that they should have an adequate set of rules such as other clubs had. In this connection he might explain that he was not the writer of the article signed "Veteran" in Friday's *Daily Press*. He had these ideas in his mind for some time, and only waited for an opportunity such as the present one, to give expression to them. The existing rules were passed in 1894, and there had been few additions or alterations since then. He submitted that they ought to have an adequate set of rules again as those obtaining in Indian racing circles, and in the Straits Racing Association. The same thing applied to the registration of colours and the regulation of measurement. Under the present system, in the matter of rules, no one could get information on a particular point until someone fished out a *Ruff's Guide*. The Jockey Club of England had passed a certain set of rules, and the Hongkong Jockey Club followed them, but everybody did not carry a *Ruff's Guide* about. Again, if the Jockey Club rules were searched nothing would be found about weight for inches. Last year the waler carried the same weight with regard to height as the China pony, namely, three pounds per inch, which was all very well for the China pony. Hongkong, in fact, continued Mr. Master, occupied a position that was unique in the racing world. Last year they imposed a penalty of three pounds per inch on waler, whereas in India, where they had been racing the same class of pony for years and years, the scale was three pounds each quarter of an inch, or twelve pounds an inch. "Now," asked Mr. Master, "do we know more about it here than they do in India? The same rules apply in the Straits?" He was going to ask the meeting to pass a resolution that the present rules be revised and that an adequate set of rules relating to racing matters be added to them. A committee of about five or six—some stewards, some members—might be appointed to deal with the whole question, and their proposals could be submitted at an extraordinary general meeting to be held hereafter. The interests of the Club must be better served by having ad. quate rules than by continuing in the present happy-go-lucky way. If the meeting was with him, said Mr. Master, he need not charge upon the question nor go into details as to what these rules should be. That could be left to the committee, which might also be asked to follow the Indian rules so far as they were applicable. There was another matter to be referred to—the registration of colours. Why should not owners register their colours? "It," said Mr. Master, "go away for two or three years, I come back and find someone else racing under my colours." One other thing he had almost omitted to mention was that he thought this the wrong time of year to hold the annual general meeting. He was of opinion that it ought to be held within a reasonable time after the annual race meeting. Things were then fresh in members' minds, whereas by waiting till October they were forgotten. He would suggest that April or May be the month in which the annual meeting should be held. Mr. Master then proposed the following resolution:—"That a Committee be formed consisting of three stewards and three other members of the Club to revise the existing rules, regulations and bye-laws of the Club, and to add thereto an adequate set of rules of racing, such rules to include adequate rules regulating measurement, weight for inches, scale, restriction as to height, annual remeasurement up to six years of age, registration of colours, etc., and that such revised rules and an adequate set of rules of racing be submitted to an extraordinary general meeting of the members of the Club, convened by the then stewards for such purpose, and to be held before the end of November next. That one of the revised rules do provide for the annual general meeting of the members of the Club being held in the month of April or May, instead of, as at present, during the month of October."

Mr. CHURCHMAN seconded.

The CHAIRMAN said that whilst personally agreeing with the remarks made by Mr. Master regarding new rules and regulations, he wished to mention that it was not quite correct to say there was not a copy of *Ruff's Guide* in Hongkong.

Mr. MASTER—Pardon me, I did not say that.

I myself am a subscriber to *Ruff's Guide*.

Continuing, the CHAIRMAN said the Hongkong Club was a subscriber, and he himself was one. Mr. Master, further, was wrong in saying the Club had hitherto not had proper rules and regulations. The rules he held in his hand, and the regulations would be seen on the front page of the programme. Whilst the Club had hitherto managed to go on very satisfactorily with these rules and regulations in *Ruff's Guide*, yet he might say that he was of the same opinion as Mr. Master that probably a new set of rules was necessary.

With regard to the second portion of the resolution, about the meeting in April, he might mention that this master had had the consideration of the stewards already. A committee was appointed to go into that question, and they came eventually to the conclusion—although the committee never reported, because Mr. May, who was one of the committee had left the Colony—that it would be better to elect the stewards whom they were about to elect would go into the meeting as they had it now, and he would tell them why. Supposing they had the meeting immediately after the races and they elected steward, probably, when the next race meeting came round, one of those elected they would not have half of them in the Colony. There was a lot of shifting about by people going away, and the stewards of next race meeting would be the men elected by the remaining stewards, which, he thought, would not be a very satisfactory thing to do. If Mr. Master would eliminate the latter portion of his motion, the stewards whom they were about to elect would go into the question that had been raised, and would draw up new rules. What the meeting had to do was virtually to give an expression of opinion, and the stewards would no doubt give effect to it. (Applause.)

With regard to the meeting, Mr. MASTER asked if it would meet the case to have two meetings instead of one? The race meeting was held in the Club, and if anyone had anything to say concerning it, he had to hold his tongue until October. Take, for instance, the matter of the three-quarter-mile post. If the stewards had been able to hold a meeting immediately after the races at which the whole question could have been gone into, the alterations would be completed and the turf growing,

were now it probably would not grow until next summer.

The CHAIRMAN said it would be a matter for the stewards to decide who has there would be two meetings—a meeting for the election of stewards and another meeting immediately after the races for the expression of opinion from various members as to any improvements or the hearing of any grumbles. He would like to have a show of hands first on the question of whether these new rules and regulations should be started at once.

There was an unanimous show of hands in favour of the immediate preparation of a new set of rules.

The CHAIRMAN then called for a show of hands as to whether there should be two meetings or one.

A considerable majority voted in favour of there being two meetings each year, and the CHAIRMAN intimated that the stewards about to be elected would no doubt give effect to the wish of the meeting.

The next business was the election of stewards.

Mr. MACREGOR FORBES spoke highly in favour of the appointment of Mr. Master, whom he contended there was no man in China who had identified himself more with the Club.

The ballot resulted as follows:—Sir Thomas Jackson, Hon. C. P. Chater, C.M.G., Hon. J. J. Bell Irving, Hon. T. R. Whitehead, Colonel Collard, Messrs. A. Babington, H. P. White, H. Humphreys, G. C. C. Master, G. K. H. Bruton, R. L. Leigh, A. G. Morris, G. T. Vetch, R. Shaw, G. L. Tomlin, J. Goossens, A. Haupt, A. H. Dennis, W. A. Crucksland, C. C. Cohen, R. A. Gobey, M. Northcott, W. Farmer, A. G. Stokes, J. Orange, J. Macgregor Forbes, A. R. Erekie, D. Sasseen, I. P. Madar, Hancock, and G. P. Lamerton.

After the notice convening the meeting had been read,

The CHAIRMAN said—Gentlemen.—You have heard the report just read by the Clerk of the Course, which, together with the Honorary Treasurer's accounts, were circulated some days ago. As mentioned in the report, the Stewards have great pleasure in again recording a successful financial year, inasmuch as having started with a debit balance of \$10,850.63, they are able to present accounts showing a debit balance of only \$4,217.81, which means in brief that the Club is \$6,632.77 better off than it was last year. In this connection, I would draw your attention to the fact that the buildings in the Happy Valley underwent a thorough overhaul last winter. This work, which was done under the supervision of the Club architect, accounts in some measure for the large increase of expenditure under the heading of "Upkeep." You will see the "Expenses of the Meeting" have increased considerably. Commencing with the item of "Ticket Inspectors, Clerks &c," more of these assistants had to be engaged, and so in other items down to matchsticks, more accommodation being required. Coming to the next heading, that of "Stakes" and "Prizes," you will observe that the Club paid out \$12,052.00, half as much again as in the previous year, which was a record one; and it is a matter for congratulation that the Club's finances were able to stand such a strain. Turning to the credit side of the account, I may remark that "Entrance Fees" and "Subscriptions" as well as "Entries and Nominations" both show a slight falling off from last year, while, by the sale of tickets, etc., the Club's funds benefited to the extent of \$21,171.82. The income from rent of Stands, etc., amounts to \$1,900, a little less than that of the previous year. Referring to the sports afforded last meeting, the members and the public had the opportunity of entering animal and seeing them run in two or three different classes, which was brought about by our not being able to obtain China ponies in sufficient numbers and quality to race. We had therefore to draw up a programme admitting China ponies which had been raced or kept over, devoting the ordinary subscription Griffin race to wagers subscribed for that purpose in view, and being still short of a sufficient number of animals to ensure the ordinary number of races filling, a further lot of Australian waler griffins were imported and classified Griffin. The running of these different classes of Walers left such an impression on owners generally, that, on finding the atmosphere in the North had not cleared sufficiently to warrant them holding out for the regular chance of a supply of China pony griffins coming down, negotiations were opened with Australia and Singapore with a view to getting walers all of one class. The Singapore tendered by Mr. Abrams was accepted, and 72 gallows were subscribed for; and 71 of these animals arrived here on Thursday last, of which 62 have since been passed. When these griffins were subscribed for, the Stewards were approached on the subject of the allotment of races during the coming meeting, when they informed the subscribers that certain races would be set aside for them. In this connection you will be asked later to vote on a resolution giving the Stewards the right to lay power to formulate a programme for the following year (should it appear to be necessary) which shall be binding on the Stewards elected next year. The awkward bend in the course, which occurs at the three-quarter mile starting post has always been a source of dissatisfaction, and it has occurred to some members that an improvement could be effected by diverting the course at the five furlongs post, across what used to be a garden, in the Recreation Ground in the direction of the Lee Yuen Sugar Refinery, where a three-quarter mile starting post could be erected, having a straight lead thence to the Black Rock. The Stewards have concurred in this suggestion and the Clerk of the Course has opened correspondence with the Government on the subject. It is estimated that the cost of levelling, cutting down trees, turning track and making the additional part of the course (including rail) will come to about 2750. With these facts in your possession you will presently be asked to vote on a resolution empowering the incoming Stewards to proceed with this improvement providing always the scheme receives Government sanction. With these remarks I beg to propose that the Report and Accounts be passed. (Applause.)

There being no questions, the CHAIRMAN moved that the Report and Accounts as submitted be accepted and passed.

This was duly seconded and carried.

Mr. HOWELL, at the request of the Chairman, then read the report of the Gymkhana Committee, which was as follows:

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Mr. MASTER—I take it that there will be no objection to gymkhanae being held next year? I think the question so kindly asked at the annual general meeting:

Plant is that the height of the buildings about the ground excludes light and air! Here there is a job for Dr. A., Dr. C. and the S.B.

Next Saturday the match will be Civilians versus Navy and Army, when a good game should result.

Appended are the score and analysis—

	XII.	XIII.
F. Maillard, b. Smith	6	
Capt. Waymouth, R.A., c. Goldring, b. Chapman	35	
E. E. Kirkpatrick, 22 B.L.	31	
Maj. Drury, A.P.D., b. Burrie, b. Lowe	37	
Lt. Clifton Brown, R.N., c. Berrie, b.	38	
A. Cox, b. Edmundson	39	
J. W. Murray, not out	19	
H. Arthur, o. Chudleigh, b. Edmundson	30	
Private Freely, R.W.F., c. Goldring, b. Edmundson	40	
Major Dorrell, R.A., run out	6	
T. Borcombe-Smith, o. Hothorn, b. Doctor	8	
Extras	13	
	Total	201
	XIV.	
Capt. Galopin, R.W.F., c. Dyson, b. Leo	38	
Capt. Baddeley, R.W.F., b. Wightman	29	
B. E. Hansen, o. Maillard, b. Dorrell	11	
A. R. Lowe, o. Preedy, b. Dorrell	3	
G. M. Birnie, not out	5	
T. Hooper, l.b.w., Cox	25	
Edmundson, b. Cox	1	
McClaverty	3	
Smith, R.A.	1	
M. J. Doctor	1	
Pastone	1	
J. E. Lamerton	did not bat	
Aspin	1	

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE SUBSCRIPTION GRIFFINS that arrived per s.s. "Bamberg" from Singapore will be drawn for TO DAY (MONDAY), the 7th instant, at KENNEDY'S CAUSEWAY BAY STABLES, at 5 P.M.
All Subscribers are requested to be present.
By Order—

T. F. HOUGH,
Clerk of the Course.
Hongkong, 7th October, 1901. [2533]

FOR SALE.

A FINE PROPERTY, in the PLAZA DE LUIZ DE CAMOES, Nos. 5 and 7, with GARDEN.
Apply to—

M. LOURENCO MARQUES,
Nos. 3 & 4, Praça de Luiz do Camões,
Macao, 1st October, 1901. [2534]

AU BON MARCHE.

LADIES' and CHILDREN'S TAILORS and DRESSMAKERS, Under-take also Gentleman's Underwear and Household Needlework at Moderate Prices.
No. 94, CAINE ROAD.

Hongkong, 7th October, 1901. [2535]

TO LET.

ROOMS suitable for OFFICES, a few minutes walk from the Supreme Court.
Apply—

Care of Daily Press Office.
Hongkong, 7th October, 1901. [2535]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAICHING."
Captain Davis, will be despatched for the above ports TO-MORROW, the 8th inst., at Day-Light.

For Freight or Passage, apply to—

DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 5th October, 1901. [2535]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW AND AM.Y.
THE Company's Steamship

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 13th inst.

For Freight or Passage, apply to—

THE MITSU BUSSAN KAISHA,
Agents.
Hongkong, 7th October, 1901. [17]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—
H.E. the Governor on Hongkong's Position.

The Census.

Japan's Progress.

Fresh Missionary Troubles.

French Activity in South China.

Possibilities of Indo-China.

Occupations in Hongkong.

The Crisis—Telegrams.

Legislative Council.

Sanitary Board.

Third Rebels in Kwangtung.

Census Returns for the Colony.

The Evacuation of Peking.

Musical Notes.

Dinner at the Club Lustiano.

Engineers' Concert.

Professional Supervision of Building

Works in Hongkong.

Methods of Dealing with Plague.

Swatow.

Tonkin Notes.

Sandakan Notes.

Northern Notes.

Correspondence.

Douglas Steamship Co., Ltd.

Great Eastern and Caledonian Gold

Mining Co., Ltd. (In Liquidation).

Canton Insurance Office, Ltd.

Yokohama Specie Bank, Ltd.

Supreme Court.

Points for the Jockey Club.

Sporting and Other Notes.

Third Gymkhana Meeting.

Crickets.

Football.

The Chinese Import Duties.

Finances of the Straits Settlements.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, \$2.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 5th October, 1901.

NOTICE.

A DINNER will be given to the Members of the Straits and Shanghai Cricket Teams during the week ending 10th November, at the City Hall.

Subscription \$10.

Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent in to the undersigned.

E. GUMPERT,

Care of Messrs. Caldecott, Macgregor & Co.

Hongkong, 23rd October, 1901. [2410]

C. E. WARREN,

BUILDING CONTRACTOR,

NO. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [2489]

NOTICE.

THIS Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA or GUSTA TERCIO DA SILVA and every person is hereby prohibited from giving her Credit.

JUAN JOSE SÁS DORES-BARROS,
Hongkong, 3rd October, 1901. [2540]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "BEEMINAL FACTORY" of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Juddell Street.

Hongkong, 2nd August, 1901. [193]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 7th October, at 3 P.M., at Queen's STATUS WHARF,
THE "MYTH."

A 40 foot Chinese Built and Rigged Two Masted BOAT or JUNK, Cabin, Coppered Bottom, Fast Sails and Very Suitable for Pleasure Excursions. With All GEAR and 10 Feet DINGEY. Can be Inspected by Arrangement with the Undersigned from Friday, 4th October.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd October, 1901. [2511]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 10th OCTOBER, 1901, at 11 A.M., on board, The British Ship "CELESTE BURRILL," (Reg. tons 1,714, carrying capacity 2,000 Tons dead weight), now lying at anchor near Stonecutters' Island.

The HULL and SPARS with 1 ANCHOR and CHAIN in ONE Lot, the SAILS, GEAR, TACKLE and remaining APPURTENANCES in separate Lots.

A Launch will leave Blaik Pier at 10.30 a.m. to convey intending purchasers.

TERMS.—Cash on delivery. All Lots to be at purchaser's risk on fall of hammer.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 3rd October, 1901. [2519]

NOTICES OF FIRMS

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. A. VON PUSTAU in our Firm ceased by mutual consent on the 30th September.

LAUTS, WEGENER & CO.
Hongkong-Canton, 1st October, 1901. [2490]

NOTICE.

I HAVE This day established myself in Canton as MERCHANT and COMMISSION AGENT under the name and style of A. PUSTAU.

A. VON PUSTAU.
Canton, 1st October, 1901. [2491]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

DURING my absence and until further notice Mr. MOWBRAY STAFFORD NORTHCOTE has been appointed ACTING SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 28th September, 1901. [246]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

M. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors,
R. SHEWAN,
Chairman.
Hongkong, 27th September, 1901. [2455]

SITUATION WANTED.

A LADY Wants an Engagement as Housekeeper, Lady's Companion, to take care of Children, or General House-work.

Apply by letter to—

BOX 361,
Care of Office of this Paper.
Hongkong, 30th September, 1901. [2467]

IMPERIAL BANK OF CHINA.

WANTED.

A N experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.

E. W. RUTTER,
Manager.
Hongkong, 31st July, 1901. [1922]

WANTED.

BY a Young Man a Position as JUNIOR CLERK or MERCANTILE ASSISTANT. References from previous employers. Apply to—

M. N.
Care of Daily Press Office.
Hongkong, 1st October, 1901. [2494]

WANTED.

GENTLEMAN requires Position in Office as GENERAL ASSISTANT, or willing to do anything. Good References.

Apply to—

"IMMEDIATE,"
Care of Daily Press Office.
Hongkong, 2nd October, 1901. [2506]

WANTED.

POSITION as BOOKKEEPER, ASSISTANT or CLERK in an Office by Englishman. Age 25 year. Knowledge of Shipping and general Office Work. Good Satisfaction guaranteed. Price List on application.

Apply to—

BOX 25,
Care of Daily Press Office.
Hongkong, 2nd October, 1901. [2507]

WANTED.

COMPRADEO for a German Firm in an Outport. Must be able to provide good Security. Address by letter to—

E. S. T.,
Care of Daily Press Office.
Hongkong, 3rd October, 1901. [2518]

WANTED.

SMART CHINESE CLERK Wanted. Good Handwriting. Some Experience. State if Typewriter. Good Position for an able man.

Apply to—

THE ROBINSON PIANO CO. LTD.
Hongkong, 4th October, 1901. [2525]

TO LET

THE "STILLINGFLEET" Peak Road, 6 ROOMED HOUSE.
Apply to—
ARATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 4th October, 1901. [2507]

TO LET SHORTLY.

12 EUROPEAN HOUSES, Nos. 14, 15,
22, 26, 28, 30, 34, 36, 42, 44, and 46,
LEIGHTON HILL ROAD.

Apply to—

THE HONGKONG AND KOWLOON
LAND AND LOAN CO. LTD.
No. 8, Queen's Road West.

Hongkong, 6th October, 1901. [2548]

TO LET.

HOUSES (now in course of erection and nearing completion) in a first class business locality, DESVaux ROAD CENTRAL, next to a Tack's Furniture Store.

Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—

J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.

Hongkong, 5th October, 1901. [2530]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.

HOTELS

"BOA VISTA" HOTEL,
MACAO.

THE SANITARIUM OF SOUTH CHINA.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HEUNGSHAN," Capt. W. E.
CLARKE, leaving Hongkong at 2 P.M. and
Macao at 8 A.M. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"Boavista."

CLARKE & CO.,
Proprietors.

For Terms, apply to
24881 MANAGER

VICTORIA HOTEL,
SHAMEEN, CANTON,
BRITISH CONCESSION.

GOD Accommodation.

Excellent Casino.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1901.

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LOVE, COURTSHIP, AND
MARRIAGE.

BY
THE REV. E. J. HARDY
(Author of "How to be Happy Though
Married," &c.)

VIII.

MARRIED YET IN LOVE.

It has been said that marriage is the door that leads deluded mortals back to earth, but this is by no means always the case. Certainly love may end with the honeymoon if people marry to gratify a "gunpowder passion" or for the sake of mere outward beauty, which is like a glass, soon broken. There is a love that is feverish, violent and full of passion; but, having gained its object, its force is soon exhausted. It cannot endure in the hours of trial. If beauty, health and wealth should fail, it would fail. How different is true love! It is sympathetic in every state. The rosy time of courtship is not degraded by its decline. When the flowers begin to fade, and when the winter of life is come it loves its object till life is extinct, and then it longs for reunion in a better world. We are so often assured nowadays that marriage is a failure that it was quite refreshing to read lately a letter in a newspaper which concluded as follows: "I have gone over the boundary line of fifty, my wife is four years younger, and to-day she is my sweetheart, my wife, and she tells me I am still her king among men."

We have ourselves known many couples—perhaps, indeed, the majority of those with whom we are acquainted—who might be described negatively as "married, but not happy," but here is a man who retains even the enthusiastic feelings of a sweetheart for his wife.

I was told lately by a clergymen that he knew a couple in his parish who were most happy in a marriage that lasted sixty-four years. The man married, when twenty-two, a girl of twenty. People used to wonder which of the two would die first. The woman died aged eighty-four and the man fourteen months afterwards. Talking of their married life he would say: "Me and my misses never argued."

"ALWAYS A LOVER."

To be polite and pleasant to each other and never to argue in the way husband and wife cause love to survive their marriage. A friend who was with me at an hotel said of a couple who were also staying there—"I did not know they were married for the lady always converses with the man and is so polite to him."

SOUTHEY'S LOVE OF HOME.

If Mrs. Kemble had known Southey she would have known another Christian husband: this is what Charlotte Bronte wrote of him in a letter to a friend, a Mr. W. S. Williams: "Some people assert that gaudy is inconsistent with domestic happiness, and yet Southey was happy at home, and made his home happy; he not only loved his wife and children though he was a poet, but he loved them the better because he was a poet.... He found his prime glory in his genius, and his chief felicity in home affections. Nobody could have appreciated a home more than did Southey. He would say, 'Oh dear, there is such a comfort in one's old coat and old shoes, one's own chair and own fire-side, one's own writing-desk and own library—with a little girl climbing up to my neck and saying: 'Don't go to London, papa; you must stay with Edith' and a little boy whom I taught to speak the language of cats, dogs, cackoos, etc., before he could articulate a word of his own. There is such a comfort in all these things that transportation to London for four or five weeks seems a heavier punishment than any sins of mine deserve."

Brides and bridegrooms of ten years standing think that those who have been married twenty or thirty years longer than themselves are very prudic and unromantic. We would remind those who manifest this newly-married intolerance of an old minister of the Church of Scotland said to a young Scotch Dissenter who was finding many faults: "When your son (chimney) has rocked as long as ours, perhaps it will have as much soot." In the Jubilee year of our late Queen two women were heard in a tramcar in Scotland discussing the meaning of the word "Jubilee." One did not know the meaning of it. The other thought that she did, and gave the following explanation: "Twenty-five years marries a silver waddin', an' fifty years marries a golden waddin', an' the Jubilee's when the man does." Even when the man does not die there are many jubilant marriages in which the couples remain sweethearts until death separates them as far as this world is concerned. "There is real love just as there are real ghosts. Every person speaks of it; few persons have seen it." This cynical remark of Rochebeau is certainly not true in reference to love before marriage, and the existence of love after it rests on far better evidence than the existence of ghosts. I have never seen a ghost, but I have often and often seen love surviving matrimony, growing stronger and truer as the years passed on instead of fading away. I have seen many a husband-lover and sweetheart live through twenty years of wedded life.

Old Robert Burton relates several cases of more than lover's love existing between husband and wife. He tells us of women who died to save their husbands, and of a man who, when his wife was carried away by Mauritanian pirates, became a galley-slave in order to be near her. Of a certain Rubenius Celar he says that he would needs have it engraved on his tomb that he had led his life with Ennae, his dear wife, for three years eight months, and never fell out. With this compare a wish of a more modern husband. Wordsworth, Bishop of Lincoln, used laughingly to say that he wished it put on their tombstone that he and his wife had never been reconciled. They never had a falling out and their married life has been described as being "as near perfection as anything this side of Eden could be." Speaking of his marriage, Baxter said, "We lived in inviolate love and mutual complacency sensible of the benefit of mutual help, nearly nineteen years."

Bishop Hall "enjoyed the company" of his helpmate for the space of forty-nine years. Yes, "enjoyed" is just the word that expresses the comfort in each other's society that is felt by many couples who have lived half or more than half of their lives together.

Franklin's "THREE FAITHFUL FRIENDS." Benjamin Franklin experienced the truth of his hoary proverb. "There are three faithful friends, an old wife, an old dog, and ready money." After a married life of forty years, he said, "We threw together and ever endeavored to make each other happy."

Peots are an irritable race, but some of them have made good and loving husbands. "And what did you see?" one was asked who had been into the Lao Country and had gone to Wordsworth's home. "I saw the old man," he said, "walking in the garden with his wife."

They were both quite old, and he was almost blind, but they seemed like sweethearts courting; they were so tender to each other and attentive." So, too, Miss Martineau, who was a near neighbour, tells us how the old wife would miss her husband, and trot out to find him asleep, perhaps in the sun, run to his bed, tuck him in, and watch over him till he awoke.

A friend was talking to Wordsworth of De Quincey's articles about him. Wordsworth begged him to stop; he had not read them, and did not wish to ruffle himself about them. "Well," said the friend, "I'll tell you only one thing he says, and then we'll talk of other things. He says your wife is too good for you." The old poet's dim eyes lighted up, and he started from his chair, crying with enthusiasm: "And that's true!" "Then he's right!" his disgust and contempt visibly moderating. The poets Thomas Moore and Thomas Hood were happy though married. It is true that the enemies of the former said that he preferred the company of aristocrats to that of his wife, but this was a calamity. Whatever amusement he might find in the grand Society in which he mixed, he always returned to his wife "his Bessie" and children with a fresh feeling of delight.

Many wives deserve but few receive such an L. O. U. as that which the grateful humourist Hood gave to his wife in one of his letters (when absent from her side). "I never was anything, dearest, till I knew you, and I have been a better, happier, and more prosperous man ever since. Lay by that truth in lavender, sweetest, and remind me of it when I fall. I am writing warmly and soundly, but not without good cause. . . . Perhaps there is an after-thought, that, whatever may befall me, the wife of my bosom may have the acknowledgment of her tenderness, worth, excellence—all that is wifely or womanly—from my pen."

Referring to the obscurity of much of Browning's poetry, Wordsworth said, when he heard that the poet was going to marry the poetess, Barrett: "I hope they'll understand one another." Certainly Mrs. Browning did think that she understood her husband, for she wrote to a friend: "Nobody exactly understands him except me, who am in the inside of him and hear him breathe." If it is risk to marry a poet it seemed to Miss Barrett's friends a doubling of this risk for two of the irritable profession to wed. Contrary to the expectations of all, the result was exceptional happiness. Mrs. Kemble who saw a great deal of the Brownings at Rome, remarked that Mr. Browning was the only man she had ever known who behaved like a Christian to his wife."

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The great orator, Edmund Burke, and his wife were a sweetheart couple. He used to say that every care vanished the moment he entered under his own roof, so tender, sympathetic, and serviceable was his wife. Unlike many husbands he deserved to have this domestic bliss.

One who knew him said, "In the House of Commons only the fiercer peculiarities of his character were seen, white at home he seemed the mildest and kindest, as well as one of the best and greatest of human beings. He poured forth the rich treasures of his mind with the most prodigal bounty. At breakfast and dinner his gaiety, wit, and pleasureableness enlivened the board, and diffused cheerfulness and happiness all round."

Out of the strong came forth sweetness, might be said of many famous soldiers. That Lord Lawrence, of Indian fame, enjoyed an earthly paradise in his home may be seen by the following anecdote. His lordship was sitting in his drawing-room at Southgate, with his sister and others of the family, all engaged in reading. Looking up from his book, in which he had been engrossed, he discovered that his wife had left the room. "Where's mother?" said he to one of his daughters. "She's upstairs," replied the girl. He returned to his book, and looking up again, a few minutes later, put the same question to his daughter, and received the same answer. Once more he returned to his reading; once more he looked up with the same question on his lips. His sister broke in—"Why, really, John, it would seem as if you could not get on five minutes without your wife." "That's why I married her," he replied. To this admirable woman Lawrence whispered with his dying breath, "To the last gasp, my darling!"

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orderly working has a soothing influence upon his students, and perhaps this is why so many celebrated scientific men have been good husbands. After twenty-eight years' experience, Faraday spoke of his marriage as an event which, more than any other, had contributed to his earthly happiness and healthy state of mind. Forty-six years the union continued unbroken; the love of the old man remaining as fresh, as earnest, and as whole-hearted as in the days of science. James Nasmyth, the inventor of the steam-hammer, had a similar happy experience. "Forty-two years of married life finds us the same devoted 'comrades' that we were at the beginning." This shows that he did not put his wife under the steam-hammer or nag at her, which would have been nearly as bad.

Much of what we know about the queen bee and the other bees was found out by a man living in Geneva, called Huber; and yet he was blind and only saw through the eyes of Aimee, his wife. She observed the bees and told him about them. Her friends said to her—"Do not marry Francis Huber; he has become blind," but she replied, "He therefore needs me more than ever now." No wonder that Huber thus spoke of her in old age: "Aimee will never be old to me. To me she is still the fair young girl I saw when I had eyes to see, and who afterwards, in her gentleness, gave the blind student her life and her love." Considering how weak the health of Charles Darwin was, he probably never have been able to make his fruitful discoveries, if he had not had a wife and children who saved him from trouble, and gave to him the leisure of a very happy home. And yet there is sometimes need of patience and good temper on both sides of a scientific household. The wife of the late Professor Agassiz was one morning putting on her stockings and boots. A little scream attracted the Professor's attention. Not having risen he learned forward on his elbow, and anxiously inquired what was the matter. "Why, a little snake has just crawled out of my boot!" cried she. "Only one, my dear?" interrogated the Professor, calmly lying down again, "there should have been three." He had put them there to keep them warm. A monster lobster was once forwarded to the house of the celebrated naturalist, Frank Buckland, while he was away inspecting salmon rivers. Mrs. Buckland, not wishing this fine lobster to become stale, invited a few friends to supper and the beautiful specimen was disposed of. On Buckland's return he enquired for the lobster, a letter having been forwarded to him, requesting that the shell might be carefully prepared and saved. His dismay may be imagined upon hearing of the lobster's fate. Laughing heartily, however, he had the dust-jug searched and every fragment of the lobster's shell carefully collected; these he very cleverly put together and produced a fair model of an almost unique specimen. It accords with the fitness of things when great musicians live harmoniously with their life partners. We like to know that Weber called his home his "sweet nest," that Donizetti and his wife "loved as a pair of lovers." After Schumann and his wife were married eight or ten years they would sit down to the piano side by side and perform piece after piece, together, she playing the treble with her right hand, he the bass with his left. Often their disengaged arms were looped round one another's waists in an embrace of mutual affection. For many years after her husband's death Madame Schumann interpreted his music to the public as only she could. Before doing so she used to read over some of the old love letters that he wrote to her during the days of their courtship, so that, as she said, she might be "better able to do justice to her interpretation of the spirit of his work." Another case of love not being "made a vague regret," of souls dreaming of heaven, and not being mistaken, is furnished by the marriage of the mother of the beautiful Duchess of Devonshire who thus wrote to David Garrick: "It will tomorrow be one and twenty years since Lord Spencer married me, and I verily believe that we have neither of us reported of our lot from that time to this."

Hundreds of other cases of love surviving matrimony might be cited, but we think we have given sufficient proof that there is such a thing.

[THE END.]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NINETEEN-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, Queen's Road, Hongkong, on THURSDAY, the 10th October, 1901, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive. By Order of the Board.

W. J. SAUNDERS,
Secretary.

Hongkong, 26th September, 1901. [288]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THIS TWENTIETH ORDINARY GENERAL MEETING of SHALEHOLDERS will be held at the OFFICES of the Undersigned on 12 o'CLOCK (Noon), on THURSDAY, the 17th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th instant, both days inclusive.

JARDINE, MATHESON & CO.,

General Agents,

Canton Insurance Office, Limited.

Hongkong, 26th September, 1901. [2445]

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [2405]

SIENTING.

SURGEON-DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [1735]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS

EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY 20, Esplanade Road. RANGOON 73, Merchant Street.

CALCUTTA 4, Dalhousie Square. LONDON 10, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *L*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chelton, R.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	PURVIS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LONDON	CANTON	Brit. str.	2 m.		P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 26th November.
LONDON	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th November.
LIVERPOOL DIRECT	HAMBURG	Ger. str.	2 m.		MELCHERS & CO.	On 16th inst., at Noon.
BREMEN, VIA PORTS OF CALL	BON	Fren. str.	2 m.			To-day, at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL	NATAL	Jap. str.	2 m.			On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. STORE, &c.	HAKATA MARU	Ger. str.	2 m.	F. L. Sommer		On 19th inst.
HAVRE BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.			On 19th inst.
HAVRE & HAMBURG	BAMBOO	Ger. str.	2 m.			On 20th November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.			On 26th November.
HAVRE & HAMBURG	MARIBURG	Ger. str.	2 m.			On 14th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.			On 17th inst.
TRISTE VIA SINGAPORE, &c.	TRISTE	Aust. str.	2 m.	A. Smith		Quick despatch.
NEW YORK	STATE OF MAINE	Amer. ship.	2 m.	F. F. Bement		On 28th inst.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	1 m.			On or about 25th inst.
NEW YORK	MANUEL LLAGUNO	Amer. ship.	2 m.			On 30th inst.
NEW YORK	CLAYKHDALE	Brit. str.	1 m.			On 10th November.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	1 m.			On 15th December.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 h.	A. Mitis		On 3rd inst.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.E.		On 6th November.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.			To-morrow.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	2 m.			On 19th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KINSHU MARU	Brit. str.	2 m.			On or about 14th inst.
PORLAND (OR) VIA SHANGHAI, &c.	INDRAPURA	Amer. str.	2 m.			To-day, at Noon.
SAN FRANCISCO VIA MOJI	ALSOA	Jap. str.	2 m.			On 12th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Brit. str.	2 m.			On 24th inst., at 4 P.M.
SAN DIEGO, &c., VIA MOJI, &c.	STRATHOYLE	Brit. str.	2 m.			On 25th inst., at 4 P.M.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.			On 12th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	2 m.			To-day, at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.			On 24th inst., at 4 P.M.
YOKOHAMA & KOBE	BAMBERG	Brit. str.	2 m.			On 15th inst.
YOKOHAMA & KOBE	JAPAN	Brit. str.	2 m.			On 12th inst.
YOKOHAMA & KOBE	SHINANO MARU	Jap. str.	2 m.			To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.			On 29th inst.
NAGASAKI & YOKOHAMA	DAPHNE	Ger. str.	2 m.			On 11th inst., at Daylight.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.			On 18th inst., at Noon.
TIENTSIN	PAKEHOI	Brit. str.	2 m.			On 9th inst., at 3 P.M.
CHFOO & NEWCHWANG	CHINKIANG	Brit. str.	2 m.			To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SALAZIE	Fren. str.	2 m.			On 19th inst.
SHANGHAI	CORONADEL	Brit. str.	2 m.			On 14th inst.
ANPING VIA SWATOW & AMOY	MATZUZU MARU	Jap. str.	2 m.			On or about 6th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.			On or about 12th inst.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 m.			On 16th inst.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 m.			On 9th inst., at Daylight.
MANILA	TAICHONG	Brit. str.	2 m.			On 13th inst.
MANILA VIA AMOY	TAICHONG	Brit. str.	2 m.			On 18th inst.
MANILA	TAICHONG	Brit. str.	2 m.			On 14th inst.
ILOILO & CEBU	TAICHONG	Brit. str.	2 m.			On 15th inst.
SINGAPORE, PENANG & CALCUTTA	TAICHONG	Brit. str.	2 m.			On 16th inst.
SINGAPORE & BOMBAY	TAICHONG	Brit. str.	2 m.			On 17th inst.
BOMBAY VIA SINGAPORE & COLOMBO	TAICHONG	Brit. str.	2 m.			On 18th inst.
OMBAY VIA SINGAPORE & PENANG	TAICHONG	Brit. str.	2 m.			On 19th inst.

SHIPPING.

ARRIVALS

Oct. 5, ARTHURIA, British cruiser, 4,200, J. Staunton, Shanghai 2nd October.

Oct. 5, BORRIDA, Italian str., 1,490, D. Costa, Bombay 17th Sept. and Singapore 29th, General—CARLOWITZ & CO.

Oct. 5, CHINGTU, British str., 2,260, C. Leitch, Moji 30th Sept., General—BUTTERFIELD & SWINE.

Oct. 5, ESMERALDA, British str., 960, J. Mc Ginty, Manila 2nd October, General—DODWEELL & CO.

Oct. 5, GLENLYE, British str., 2,241, T. Darko, Shanghai, Japan and Ayco 4th Oct., Tea and Wool—MCGREGOR Bros. & Gow.

Oct. 5, HACHING, British str., 1,270, Davis, Swatow 4th October, General—DOUGLAS LAPEAK & CO.

Oct. 5, HAILOONG, British str., 783, H. Bathurst, Haiphong 3rd Oct. and Hoitow 4th, General—DOUGLAS LAPEAK & CO.

Oct. 5, HERMES, Nov. str., 849, A. Knudsen, Fremantle 18th Sept., Timber—SANDER, WIELKE & CO.

Oct. 5, JACOB DIEDERICHSSEN, German str., 320, Schlesier, Haiphong 1st Oct. and Hoitow 3rd Oct., General—A. R. MARTY.

Oct. 5, KWANGTSE, British str., 1,167, Lincoln, Shanghai 2nd Oct., General—CHINESE.

Oct. 5, NANCHANG, British str., 1,032, Finlayson, Canton 10th Oct., General—BUTTERFIELD & SWINE.

Oct. 5, NESS-BRITISH STEAMER, 1,963, W. Peart, Moji 29th Sept., Coal—M. B. KAISHA.

Oct. 5, TELEMACHUS, British str., 1,340, J. Williamson, Saigon 30th September, Rice—CHINESE.

Oct. 5, YEDO MARU, Japanese str., 1,068, K. Nakagawa, Chefoo 29th Sept., Beans—CHINESE.

Oct. 6, ANPING MARU, Japanese str., 1,053, S. Atami, Fochow, Amoy and Swatow 5th Oct., Gen. str.—M. B. KAISHA.

Oct. 6, CROTONAS, British str., 1,184, Bowker, Canton 6th October, General—JARDINE, MATHESON & CO.

Oct. 6, DAYBREAK, American str., 700, Best, Canton 6th Oct., General—CHINESE.

Oct. 6, KUTSANG, British str., 1,492, T. W. Selby, Saigon 3rd Oct., Rice and Rice-flour—JARDINE, MATHESON & CO.

Oct. 6, KWONGSAM, British str., 889, T. Arthur Newchwang and Chofeo 30th Sept., General—JARDINE, MATHESON & CO.

Oct. 6, NAMING, British str., 1,064, Bouis, Shantou 5th Oct., Mails and General—MESSAGERIES MARITIMES.

Oct. 6, OBL, British str., 1,051, R. Pinkham, Moji 30th Sept., Coal—M. B. KAISHA.

Oct. 6, RA BOYA, British str., 1,533, E. Lakey, Bombay 13th September, Cotton—P. & O. S. N. CO.

Oct. 6, SALAZIE, French str., 2,058, Albert Marceilles and Saigon 3rd Oct., Mails and General—MESSAGERIES MARITIMES.

Oct. 6, TAIFT, German str., 1,065, Martens, Canton 6th Oct., General—CHINESE.

Oct. 6, TAKI, German str., for Singapore.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 10th October.	
GLASGOW and LIVERPOOL	"LIBERTY"	On 12th October.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 17th October.	
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 8th November.	

HOMEWARDS.	STEAMERS	TO SAIL	
LONDON	"PYRRHUS"	On 15th October.	
LONDON	"CALCHAS"	On 29th October.	
LONDON	"NESTOR"	On 1st November.	
LONDON	"MACHAON"	On 26th November.	
LIVERPOOL DIRECT	"ULYSSES"	On 14th October.	

(Taking Cargo at London Rates)	"DARDANUS"	On 13th November.
LIVERPOOL DIRECT	"(Taking Cargo at London Rates)"	

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 7th October, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S. S. CO. OCCIDENTAL & ORIENTAL S. S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"ALGOA"	MONDAY, 7th October,	at NOON.
"CHINA"	SATURDAY, 19th October,	at NOON.
"DORIS"	TUESDAY, 29th October,	at NOON.
"PERU"	TUESDAY, 12th November,	at NOON.
"COPTIC"	WEDNESDAY, 20th November,	at NOON.
"CITY OF PEKING"	SATURDAY, 7th December,	at NOON.
"GAELIC"	SATURDAY, 14th December,	at NOON.

THE P. M. S. S. Co.'s Steamship "ALGOA" will be despatched for SAN FRANCISCO via MOJI, on MONDAY, the 7th October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Passages (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Official located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels Packages will be received at the Office until 5 P.M., same day; all Parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 3rd October, 1901.

[34]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLUS," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (O.R.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA" will be despatched for Portland (O.R.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLIAN CAMERON, General Agent.

Hongkong, 25th September, 1901. [2443]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1901. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADEIRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.

THE Company's Steamship

"TRIESTE," Captain A. Smith, will be despatched as above on THURSDAY, the 17th instant.

For information as to Passage and Freight, apply to S. A. WILDER & CO., Agents.

Hongkong, 18th September, 1901. [15]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor any OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

ALBANTA, British ship. Brownell—Order.

CELESTE BURRILL, British ship. Jeffry—Order.

HELEN A. WYMAN, American ship. Vanhorn—Agent.

STATE OF MAINE, American ship. Colcord—Standard Oil Co.

W. H. COFFIN, American ship. Colcord—Standard Oil Co.

Hongkong, 28th September, 1901. [2395]

THE SANITARY CONDITION

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND BURATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUZI, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALGARANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain D. Costa, will be despatched as above on FRIDAY, the 11th inst., at NOON.

At Bormida the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1901. [17]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AFRICA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN."

Captain J. Chellow, R.N.R., carrying His Majesty's Posts, will be despatched from this for

Bombay, on SATURDAY, the 12th October, at NOON, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1901. [11]

SAILING VESSELS

ALBANA, British ship, 1,438, Brownell, Sept. 26.

Order

Coleto Burill, British ship, 1,764, Jeffry, May 23.

Order

Geo. Valentine, French bk., 766, Harbert, Aug. 23.

Order

Arnold, Karberg & Co.

Victoria, Swedish str., 1,033, Hellberg, Sept. 22.

Order

East Asiatic Trading Co., Limited

Dodwell & Co., Limited

Yamaguchi Maru, Jap. str., 2,058, Yoshikawa, Oct. 4, Nippon Yusen Kaisha

Yodo Maru, Jap. str., 1,063, Nakagawa, Oct. 5, Chinese

Chinese

Albana, British str., 1,392, Robson, Oct. 4.

Order

Trigonia, British str., 1,045, Sawyer, Sept. 29.

Jardine, Matheson & Co.

Arnold, Karberg & Co.

Victoria, American str., 2,112, Panion, Aug. 1.

Dodwell & Co., Limited

Yamaguchi Maru, Jap. str., 2,058, Yoshikawa, Oct. 4, Nippon Yusen Kaisha

Yodo Maru, Jap. str., 1,063, Nakagawa, Oct. 5, Chinese

Chinese

POST OFFICE NOTICES.

Parcel Mail for Europe, &c., per s.s. *Palawan*, will close at 3 p.m. on Friday, the 11th inst. The China with the American Mail of the 12th inst., left Yo-chuan on Wednesday, the 2nd inst., at daylight, and may be expected here on or about Thursday, the 10th inst.

MAILS WILL CLOSE.

FOR

PER

DAY AND HOUR.

Canton	Hongkong	7th, 7.30 A.M.
Haihung and Pakhoi	Haihung	7th, 10.00 A.M.
Yokohama and Kobe	Bamberg	7th, 10.00 A.M.
Moji and San Francisco	Algoa	7th, 10.30 A.M.
		Circumstances 8.00 A.M.
		Registration 10.00 A.M.
		Legislation, with late fee of 10 cents, up to 10.45 A.M.
		Papers 10.30 A.M.
		Letters 11.00 A.M.
		Monday, 7th, Noon
		Tuesday, 7th, 1.15 P.M.
		Wednesday, 7th, 4.00 P.M.
		Thursday, 7th, 5.00 P.M.
		Friday, 7th, 6.00 P.M.
		Saturday, 8th, 11.00 A.M.
		Tuesday, 8th, 11.00 A.M.
		Wednesday, 8th, 1.00 P.M.
		Thursday, 8th, 2.00 P.M.
		Friday, 8th, 3.00 P.M.
		Wednesday, 9th, 3.00 P.M.
		Friday, 11th, 11.30 A.M.
		Saturday, 12th, 4.00 P.M.
		Circumstances 8.00 A.M.
		Registration 9.45 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers 10.15 A.M.
		Letters 10.45 A.M.
		Saturday, 12th, Registration 9.45 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers 10.15 A.M.
		Letters 10.45 A.M.
		Saturday, 12th, 4.00 P.M.
		Monday, 14th, 4.00 P.M.
		Wednesday, 16th, Registration 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers 11.00 A.M.
		Saturday, 19th, 11.00 A.M.
		Sunday, 20th, 9.00 A.M.
		Wednesday, 23rd, Registration 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers 11.00 A.M.
		Letters 11.00 A.M.

EUROPE, &c., India via Taticorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Sandakan
Macao
Manila
Swatow, Amoy and Foochow
Canton
Singapore
Moji, Kobe and Yokohama
Moji, Kobe, Victoria, B.C., and Tacoma
Singapore, Penang and Calcutta
Swatow and Shanghai
Foochow, Ningpo and Shanghai
Nagasaki and Vladivostock
Manila
Singapore, Penang and Bombay
Iloilo and Cebu

EUROPE, &c., India via Taticorin
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KODE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Munich, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne
Chefoo and Newchwang

EUROPE, &c., India via Taticorin
(Late Letters 11.05 to 11.20 A.M. Extra Postage 10 cents.)

Singapore
Tientsin
Moji, Kobe, Yokohama, San Diego and San Francisco

SHANGHAI, NAGASAKI, KODE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

TO-DAY.

Sale, the "Myth," Queen's Studio Wharf, Messrs. Hughes & Hough, 3 p.m.

Drawing of Subscription Wagers, Kennedy's, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

5th October.

ON LONDON— Telegraphic Transfer 1/11.
Bank Bills, on demand 1/11.
Bank Bills, at 30 days' sight 1/11.
Bank Bills, at 4 months' sight 1/11.
Credits, at 4 months' sight 1/11.
Documentary Bills, 4 months' sight 1/11.

ON PARIS— Bank Bills, on demand 2/4.
Credits, at 4 months' sight 2/4.

ON GERMANY— On demand 1/96.

ON NEW YORK— Bank Bills, on demand 4/3.
Credits, 60 days' sight 4/7.

ON HONG-KONG— Telegraphic Transfer 14/4.

Bank, on demand 14/4.

ON CALCUTTA— Telegraphic Transfer 14/4.

Bank, on demand 14/4.

ON SHANGHAI— Bank, at sight 7/8.

Private, 30 days' sight 7/8.

ON YOKOHAMA— On demand 5/1 p.m.

ON MANILA— On demand 4 p.e. pm.

ON SINGAPORE— On demand 3/1 p.e. pm.

ON BATAVIA— On demand 11/7.

ON HONGKONG— On demand 11/8 p.m.

ON SAIGON— On demand 1 p.c. pm.

ON BANGKOK— On demand 60/1.

SOVEREIGN, Bank's Buying Rate \$10.28

GOLD LEAF, 100 fine, per tael \$83.50

BAR SILVER, per oz. 20/1.

OPPIUM.

4th October.

Quotations are:—Allow no net to 1 catty, Malwa New \$875 to \$880 per picul.

Malwa Old \$890 to \$900

Malwa Older \$910 to \$920

P. P. per wrapped \$70 to "

Persian fine quality \$7.50

Pata New \$825 to "

Pata Old \$850 to "

Beihar New \$842 to "

Beihar Old \$830 to "

VESSELS EXPECTED.

THE INDIAN MAIL.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port on the 4th inst., p.m.

THE AMERICAN MAIL.

The P.M. steamer *China*, with mails, &c., from San Francisco, left the 12th ult., via Honolulu, has arrived at Yokohama, and last for this port arrived at Hongkong, via Falund Sea, Kobe

on the 2nd inst., arriving here on the 4th ult.

The O. & O. steamer *Empress of India*, Nagasaki and Shanghai, for this port via Honshu, left San Francisco for this port on the 20th ult., via Yokohama, Inland Sea, and last for this port arrived at Hongkong, via Falund Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

THE GERMAN MAIL.

The Imperial German Mail steamer *Krautsch*, carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 4th inst., p.m., and may be expected here on or about the 15th inst.

MERCHANT STEAMERS.

The H.A.L. steamer *Segundo*, from Hamburg, left Singapore for this port on the 3rd inst., and may be expected here on or about the 9th inst.

JOINT STOCK SHARES.

HONGKONG 6th October.

PAIN UP QUOTATIONS.

HONGKONG HOTEL.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. W. H. Anderson

Mr. D. A. Andrews

Mr. H. W. Andrew

Mr. Angus

Mr. H. Arnold

Mr. B. S. Bailey

Mr. B. J. Barlow

Mr. F. C. Barlow

Mr. J. T. Bell

Mr. J. Black

Mr. A. Bonner

Major W. B. Brown, R.E.

Mr. J. Butt

Mr. J. Buttshaw

Mr. D. H. Cameron

Mr. E. H. Carrick

Mr. E. H. Codling

Mr. G. E. Cole

Mr. J. S. Colson

Mr. Daniel

Mr. E. G. Davenport

Mr. J. Dawson

Mr. P. C. Denroche

Mr. G. M. Discobell

Major Dorehill, R.A.

Capt. & Mrs. Dunsford

and child

Major P. S. Dyson

Mr. F. W. Edwards

Mr. & Mrs. Fernald

Mr. A. G. Field

Mr. W. S. Gibson

Mr. Smithers

Mr. G. Snivins

Mr. T. C. Stafford

Mr. & Mrs. Steele

Miss E. Stele

Mr. D. G. Taylor

Dr. & Mrs. J. C. Thomson

CHILDREN

Mr. T. F. Boulton

Mr. James Beattie

Mr. J. W. C. Bonnar

Mr. H. M. Brynno

Col. L. F. Brown, R.E.

Mr. G. Brusse

Sir John Carrington

Miss Carrington

Col. A. W. Collard

Colonel Crookenden

Mr. W. Davies

Mr. F. D. Dixon

Mr. J. S. Ezekieli

Mr. Andrew Forbes

Mr. And. Gaffney

Mr. D. M. Graham

Major Hamilton

Mr. & Mrs. W. Ingalls

and children

Mr. Philip Jameson

Mr. H. N. Jeffries

Mr. J. E. Lee</p